Fisheries and Oceans Canada | Pêches et Océans Canada

# Marine Outlook

*Highlights of the Marine Industry*

MAY 2006

ISSUE 14

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## PORTS

### Montreal

#### Sight Drop in Handled Tonnage

The Port of Montreal handled a total of 5.3 Mt during the first quarter of 2006, approximately 5.1% less than during the first quarter of 2005. According to the port authority, this is due to a slight drop in the tonnage or iron ore and the impact various restructuring work in the marine sector had on container transport. In more concrete terms, the port handled 20% less dry bulk cargo, with container traffic falling 4%. A total of 286 ships passed through the port, four less than during the first quarter last year.[1]

The port authority remains convinced that 2006 will be another banner year for the Port of Montreal, expected to handle 25 Mt or so. Container shippers, namely Mediterranean Shipping Company and Holland Mass, intend to increase traffic between Montreal, Europe and the Caribbean. Furthermore, the port authority plans to pursue its vast investment program this year. It will notably inject $40 M in immobilization and $10 M to improve the port's security and technological equipment.[2]

### Quebec

#### Increase in Handled Tonnage

As of March 31, 2006, the Port of Quebec had handled a total of 4.5 Mt, 6% more than during the same period last year. Shipments of dry bulk and general cargo climbed 18% while liquid cargo rose 3%. The port welcomed 184 ships during the first quarter of 2006.[3]

### Sept-Îles

#### Increase in Handled Tonnage

The Port of Sept-Îles is having a very active start of the year. It handled 3.8 Mt during the first three months, mainly iron concentrate and pellets. The port's activities therefore rose 7% compared to the first quarter last year.[4]

The Alouette aluminum plant has scarcely started up phase 2 of its production and there is already talk of a third phase to be implemented in ten years or so. That is conditional, however,

[1] Montreal port authority; Parent, Rollande, « *Le port de Montréal connaît une baisse de trafic de 5,1 % en début d'année* », Le Devoir, April 26, 2006.

[2] Duhamel, Alain, « *D'autres records en 2006 pour les ports laurentiens* », Les Affaires, January 28, 2006; Bergeron, Maxime, « *Le port est encore en mode croissance* », La Presse, April 26, 2006.

[3] « *Une année 2005 marquée par d'excellentes performances en tonnage manutentionné et de nombreux défis* », press release, Port de Québec, January 4, 2006.

[4] Paradis, Steeve, « *Port de Sept-Îles en 2005 : retour à la normale* », Le Soleil, January 17, 2006.

on finding the energy resources needed for its operation. The construction of a 1 500 megawatt hydroelectrical complex on Rivière Romaine may be the answer. It is expected to open in a little under ten years.[5]

## Sorel

### Increase in Handled Tonnage

As of March 31, 2006, the Port of Sorel-Tracy had handled a total of 587 000 t, 27% more than on the same date last year. The increase in the tonnage of metal ingots, coal, grains and cereals is responsible, despite a drop in the tonnage of ilmenite ore. A total of 36 ships passed through the port during the first three months of the year, eight less than during the same period last year.[6]

## Baie-Comeau

### Increase in Handled Tonnage

By the end of March 2006, the Port of Baie-Comeau had handled approximately 572 000 t, 24% more than on the same date last year. An increase in the tonnage of aluminum ore, grains and cereals is largely responsible. As for traffic, 34 ships docked in Baie-Comeau in the first quarter of 2006.[7]

Added to this is an extra 219 000 t of cargo, which passed through the Port of Baie-Comeau (and the Port of Matane) on the *Georges-Alexandre-Lebel* in the first three months of the year. That is 5% more than during the same period last year. This increase is attributable to a rise in the tonnage of newspaper and aluminum. The train ferry did 131 round trips between January and March 2006, seven more than during the same time last year.[8]

The *Société du port ferroviaire de Baie-Comeau* (SOPOR) started the project to extend its railway network. The extra 6 km of track will link the port to the industrial park, where an intermodal rail-highway centre with the ability to handle 25 rail cars and a siding with the ability to handle 34 rail cars will be built.[9]

## Port-Alfred

### Increase in Handled Tonnage

As of March 31, 2006, the Port of Port-Alfred had handled a total of 928 000 t, a 2% increase compared to the first quarter last year. Although the tonnage of alumina and fuel oil fell, the tonnage of bauxite and caustic soda rose in greater proportion. A total of 28 ships passed though the port between January and March 2006.[10]

## Havre-Saint-Pierre

### Transport Canada Transfers Ownership of the Port

The Government of Canada is giving up ownership to the Port of Havre-Saint-Pierre, placing it in the hands of the *Corporation de développement et de gestion du port de Havre-Saint-Pierre*. In addition to transferring ownership, Transport Canada will provide financial assistance to rebuild the wharf and ease the transition of the port's operation and maintenance activities over the next several years.[11]

## Trois-Rivières

### Rise in Handled Tonnage

As of March 31, 2006, the Port of Trois-Rivières had handled a total of 470 000 t of cargo. This 34% increase is attributable to shipments of aluminum ingots. If you remember, Alouette

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[5] « *Sept-Îles rêve d'une troisième phase* », Radio-Canada Web site, April 4, 2006.
[6] "Detailed Report on Tonnage Handled at Harbours and Ports in Quebec" Transport Canada, 2005 and 2006.
[7] Ibid
[8] « *Rapports des tonnages manutentionnés sur le traversier-rail Georges-Alexandre-Lebel* », SOPOR et COGEMA, 2005 and 2006.

[9] « *Projet d'expansion au port de Baie-Comeau* », Le Soleil, April 8, 2006.
[10] Port-Alfred port authority.
[11] "Port of Havre-Saint-Pierre Transferred to the *Corporation de développement et de gestion du port de Havre-Saint-Pierre*", press release, Transport Canada, March 17, 2006.

established its distribution centre for northeastern North America in Trois-Rivières. Each week, aluminum ingots are transported to Trois-Rivières from Sept-Îles, where they are produced. Once the shipments arrive, the cargo is loaded on trains, trucks or ships bound for other destinations.[12]

## Bécancour

### Increase in Handled Tonnage

As of March 31, 2006, the Port of Bécancour had handled a total of 435 000 t, 63% more than during the same period last year. This is due in large part to the rise in alumina transhipments. The port welcomed 25 boats, four more than during the first three months of 2005.[13]

## Port-Saguenay

### Increase in Handled Tonnage

As of March 31, 2006, the Port of Port-Saguenay had handled approximately 60 000 t, 48% more than during the first quarter of 2005. This increase is mainly due to a rise in the tonnage of de-icing salt. A total of 9 ships passed through the port, four less than during the same period last year.[14]

Plans to bring oil tankers back to Port-Saguenay are becoming more concrete. Project proponents have already raised the $1.8 M needed to carry out the environmental impact assessment. They are waiting for Ultramar's approval before beginning the study. Port-Saguenay port authority feels that given the high price of gas and the effort to reduce greenhouse gas emissions, there is a great future for transporting petroleum products by ship.[15]

The port authority is still seriously considering the oil handling terminal project. Énergie Grande-Anse's proponents recently hired an engineering firm, CDS Research, to collaborate in the last technical studies needed for its implementation. These studies will notably help determine which type of reservoir is required as well as their exact location on the site. They will also help establish where to erect the pumping stations and gas treatment facilities. That is, if the oil handling terminal project ever becomes reality.[16]

Saguenay's municipal council recently confirmed a $1.4 M loan to do work on the Lepage wharf. The goal is to increase the wharf's capacity so that it can welcome cruise ships that will be traveling in the Baie des Ha! Ha! starting this August.[17]

## Matane

### Increase in Handled Tonnage

By the end of March 2006, the Port of Matane had handled approximately 51 400 t, 4% more than on the same date last year. An increase in the tonnage of wood pulp and petroleum products is responsible. As for marine traffic, the port welcomed 7 ships in the first quarter of 2006, one less than during the first quarter last year.[18]

An extra 219 000 t of cargo, passing through the Port of Matane on the *Georges-Alexandre-Lebel* in the first three months of the year, must be added to this amount. *(See Port of Baie-Comeau, pg. 2)*[19]

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[12] Rochette, Marc, « *Une hausse de 34 % pour le premier trimestre à Trois-Rivières* », Le Nouvelliste, April 27, 2006.
[13] Port-Alfred port authority
[14] Port-Saguenay port authority.
[15] Chrétien, Daniel, « *Saguenay - Le retour des pétroliers?* », L'Actualité, April 1, 2006.

[16] St-Gelais, François, « *Nouvelle étape pour le port méthanier de Grande-Anse* », Le Quotidien, March 30, 2006.
[17] « *Travaux d'aménagement au quai Lepage* », Radio-Canada Web site, March 28, 2006.
[18] "Detailed Report on Tonnage Handled at Harbours and Ports in Quebec" Transport Canada, 2004 and 2005.
[19] « *Rapports des tonnages manutentionnés sur le traversier-rail Georges-Alexandre-Lebel* », SOPOR et COGEMA, 2005 and 2006.

## Rimouski

### Increase in Handled Tonnage

As of March 31, 2006, the Port of Rimouski had handled a total of 46 700 t, 2% more than during the same period in 2005. An increase in shipments of gas is responsible. A total of 9 ships dropped anchor at the port, the same as during the first quarter of 2005.[20]

According to municipal authorities, the Port of Rimouski is urgently in need of dredging in order to restore the channel's depth to five metres. Remember that the port welcomes several oil tankers as well as the Lower North Shore passenger/cargo vessel, the *Nordik Express*.[21]

## Gros-Cacouna

### Leap in Handled Tonnage

By the end of March 2006, the Port of Gros-Cacouna had handled approximately 23 300 t, an incredible 675% more than during the same period last year. The sole reason for this tremendous increase is loads of scrap metal heading for Asia. The port welcomed 4 ships during the first three months of the year, compared to just one last year.[22]

The *Bureau d'audiences publiques sur l'environnement* (BAPE) held an information evening in Cacouna on March 21, 2006. For one, the meeting revealed that the oil handling terminal project is strongly opposed.[23]

Cacouna Energy seized the opportunity to make a detailed presentation of the project to build a liquefied natural gas importation terminal at the Port of Gros-Cacouna. The project includes building an unloading dock and a jetty erected on piles jutting approximately 350 metres into the St. Lawrence River, two liquefied natural gas storage tanks, regasification facilities, a nitrogen production plant and other related facilities.[24]

The safety of the facilities will be ensured through various measures: storing the gas in double-walled tanks, installing leak detection systems and implementing a safety perimeter. The project proponents, TransCanada Pipelines and Petro-Canada, cite the rising demand for natural gas in Quebec and Canada as justification for the project.[25]

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[20] "Detailed Report on Tonnage Handled at Harbours and Ports in Quebec" Transport Canada, 2005 and 2006.
[21] « *Le port de Rimouski-Est a un urgent besoin de dragage* », Radio-Canada Web site, March 20, 2006.
[22] Detailed Report on Tonnage Handled at Harbours and Ports in Quebec" Transport Canada, 2005 and 2006.
[23] Legendre, Robert, « *Port méthanier de Cacouna – Un projet toujours contesté* », La Terre de Chez-Nous, April 6, 2006

[24] Ibid
[25] Ibid

## Gaspé

### Drop in Handled Tonnage

As of March 31, 2006, the Port of Gaspé had handled approximately 14 700 t, 9% less than on the same date last year. A decrease in the tonnage of gas and general cargo is responsible.[28]

## Pointe-au-Pic

### Fall in Handled Tonnage

As March 2006 drew to a close, the Port of Point-au-Pic had handled a total of 10 400 t. The only reason for this 37% drop is a decrease in newspaper shipments. The port welcomed only 2 ships, compared to 6 last year.[29]

## REVIEW OF THE FIRST QUARTER OF 2006

**Estimate and Comparison of the Tonnage Handled in Quebec's Leading Ports in the First Quarter of 2006 and 2005**

| List of Ports | 2006 Jan.-Mar. | 2005 Jan.-Mar. | Variation [28] 2006/2005 |
|---|---|---|---|
| 1. Montreal | 5.3 Mt | 5.6 Mt | - 5% |
| 2. Quebec | 4.5 Mt | 4.2 Mt | + 6% |
| 3. Sept-Îles | 3.8 Mt | 3.5 Mt | + 7% |
| 4. Port-Cartier | N/A | N/A | --- |
| 5. Port-Alfred | 928 Kt | 909 Kt | + 2% |
| 6. Havre-Saint-Pierre | N/A | N/A | --- |
| 7. Sorel | 587 Kt | 463 Kt | + 27% |
| 8. Baie-Comeau [27] | 572 Kt | 460 Kt | + 24% |
| 9 Trois-Rivières | 470 Kt | 350 Kt | + 35% |
| 10. Bécancour | 435 Kt | 268 Kt | + 63% |
| 11. Port-Saguenay | 60 Kt | 41 Kt | + 48% |
| 12. Matane [27] | 51 Kt | 49 Kt | + 4% |
| 13. Rimouski | 47 Kt | 46 Kt | + 2% |
| 14. Gros-Cacouna | 23 Kt | 3 Kt | + 675% |
| 15. Gaspé | 15 Kt | 16 Kt | - 9% |
| 16. Pointe-au-Pic | 11 Kt | 17 Kt | - 37% |
| **Total (excluding Port-Cartier and Havre-Saint-Pierre)** | **16.8 Mt** | **15.9 Mt** | **+ 6%** |

**Source:** Port authorities and Transport Canada

**Compilation:** DRPE, Fisheries and Oceans Canada, Quebec Region

[28] Variations in tonnage are calculated from unrounded data concerning tonnage handled.
[27] This data does not include the tonnage passing through the ports of Baie-Comeau and Matane on the *Georges-Alexandre-Lebel* train ferry.
[28] "Detailed Report on Tonnage Handled at Harbours and Ports in Quebec" Transport Canada, 2005 and 2006.
[29] Ibid

## SEAWAY

tion Season

Opening of the 2006 Navigat

ficially opened its

The St. Lawrence Seaway of ch 23 of this year. 48th navigation season on Mar on with 43.3 Mt of Having had a good 2005 seas awrence Seaway cargo transported, the St. L ans to continue Management Corporation pl via the Welland encouraging small shipments structure adopted Canal thanks to a flexible toll in 2005.[30]

## MARINE SECURIT Y

between the

Marine Security Partnership ti and the State Institut maritime de Rimouski itime College University of New York - Mari

*mouski*, Maritime

The *Institut maritime de Rim* centre will be Innovation's applied research State University working in partnership with the ge. The maritime of New York - Maritime Colle with new security transport industry must deal otect the North measures elaborated to pr rist attacks. The American continent from terr y to develop joint arrangement was made name rity training and marine and intermodal secu research projects.[31]

## MARITIME TRANS PORT IN QUEBEC

uel

Software Used to Decrease F Ships Consumption in Commercial

Channel from Les

Ships that use the Laurentian C will be able to Escoumins on the North Shor er trip, thanks to save on fuel, up to $3,250 US pment software. the Optimarée fuel manage ntre of applied Developed by Rimouski's eology, Maritime research in maritime techn es the ideal time Innovation, the software indicat to pass through Les Escoumins in order to take full advantage of the energy generated by favourable tidal currents. This not only helps the ships use less fuel, it also reduces their greenhouse gas emissions.[32]

## ENVIRONMENT

### St. Lawrence River Threatened by Drop in Water Level in the Great Lakes

According to Canadian and American scientists gathered in Windsor last March for a symposium on the Great Lakes, the expected drop in water level in the five lakes, due to climate change, will be "catastrophic" for the St. Lawrence.

The level could drop at least a metre within 30 to 50 years, the experts say. In concrete terms, the drop in the river's flow rate will make it difficult to supply dozens of municipalities that draw their drinking water from the St. Lawrence or the Rivière des Mille-îles. Over three million Quebeckers rely on these sources for their water supply.

Furthermore, the drop in water level will have major repercussions on maritime transport. Transportation by ship could easily cost 5% to 40% more because ships will be forced to reduce their tonnage and dredging work will need to be done in the Seaway.[33]

### The Port of Churchill Could Someday Become One of Canada's Main Ports of Entry

According to scientists and maritime transport experts, Hudson Bay could become navigable year-round in twenty or so years due to global warming. If that occurs, the Port of Churchill in Manitoba will become the Port of Montreal's greatest rival. Already this summer, the port will be welcoming its first entries, ships that have

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[30] "Seaway Officially Opens 48th Navigation Season Today", Great Lakes St. Lawrence Seaway System, March 23, 2006.
[31] « *Nouvelle percée pour l'Institut maritime de Rimouski* », Radio-Canada Web site, April 5, 2006.
[32] Thériault, Carl, « *Jusqu'à 30 % d'économie de carburant – Un logiciel de gestion des courants de marée pour couper les dépenses en fuel* », Le Soleil, April 2, 2006.
[33] « *Le fleuve menacé par la baisse du niveau des Grands Lacs* », Le Droit, March 22, 2006.

come to unload their cargo. At the moment, Churchill's port facilities are only being used to export cereals. Note that a study is currently underway to assess the relevance of equipping the port with container cranes. If the results are conclusive, container carriers may be docking at the port as early as 2007 or 2008.[34]

### Sustainable Development: A Profitable Approach for Maritime Transport

In a far-reaching investigation involving 800 port authorities and 120 maritime carriers worldwide, geographers Claude Comtois from the Université de Montréal and Brian Slack from Concordia University noted the considerable commercial benefits generated by adopting greener practices in the maritime transport industry. For example, some insurance companies will lower their premiums when terminal operators, carriers or administrators display high quality environmental certifications.

Good environmental practices could even become a competitive advantage for companies that agree to adopt them. For examples, ship owners could be more inclined to stop over in ports that have adopted a green approach in managing port activities.[35]

## COMMODITIES

### Iron Ore

#### Strong Worldwide Demand for Iron Ore

The worldwide demand for iron ore, especially in China, is very strong. In this context, Quebec mines are producing at full capacity. The Iron Ore of Canada Company is even thinking of reopening its iron pellet plant in Sept-Îles. The company must ensure that the project is viable, however, since prices will not necessarily remain at this level. Closed 25 years ago due to an unprecedented crisis in the iron industry, the plant could reopen to meet the strong worldwide demand for steel.[36]

Annual production at Wabush Mines is expected to drop 20% in 2006 because of flooding problems in the Scully mine that have worsened over the last year.

### Wheat

#### Expected Increase in Canadian Grain and Cereal Exports

The most recent predictions made by Agriculture and Agri-Food Canada state an increase in acreage sowed with grains and cereals. According to AAFC, Canadian cereal exports could rise 6% in 2006. These predictions are short-term, however, since they depend on worldwide offer and demand as well as weather conditions in Canada this summer.[37]

### Aluminum

#### Strong Worldwide Demand for Aluminum

The international aluminum market, following the iron market's example, is doing very well for the same reasons. China needs a large amount for its economic development. Consequently, aluminum prices are experiencing strong pressure to rise, which easily makes up for the any negative effects brought about by the Canadian dollar's appreciation (in comparison with the US dollar). After only two months, Canada's aluminum production totalled 500 t, a 20% jump compared to the two first months in 2005.[38] The start-up of phase 2 at the Alouette aluminum plant in Sept-Îles and the reopening of the smelter plant in Bécancour also

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[34] Chrétien, Daniel, « *Ce petit port redessinera-t-il le continent?* », L'Actualité, April 1, 2006.
[35] « *Québec doit revoir ses normes environnementales* », Radio-Canada Web site, February 14, 2006.
[36] « *IOC pourrait rouvrir son usine de bouletage* », Radio-Canada Web site, February 7, 2006.
[37] "Canadian Outlook for Grains, Oilseeds, Pulses and Special Crops for 2006-2007", Agriculture and Agri-Food Canada, February 14, 2006.
[38] "Production of Canada's Leading Minerals", Natural Resources Canada, February 2006.

contributed to the increase in Quebec's aluminum production.[39]

## Lumber and Newspaper

### Expected Drop in Canadian Production

Contrary to popular belief, the recent Canada-US lumber agreement will not suffice to help Canada's lumber industry substantially increase exports to our southern neighbours. According to the Conference Board, two important factors will have a negative effect on Canada's lumber production: the drop in residential construction in the United States as well as in Canada and, of course, the strong appreciation of the Canadian dollar, which continues to rise. The Conference Board predicts that Canada's lumber production will fall 4.6% in 2006.[40]

### Drop in Newspaper Production

The astronomical cost of operating a paper mill in Quebec, the dollar's strong rise and a falling worldwide demand are all factors causing a drop in Quebec's newspaper production. Less wood cutting, as recommended by the Coulombe Commission, will also contribute to the expected decrease in production.[41]

# FERRIES

### Magdalen Island Residents Hope to Receive a Second Weekly Sea Link

Transporting cargo during the winter remains a problem for the islanders. There are times when, due to a lack of space on CTMA's *Le Vacancier*, tractor trailers are left behind on the wharf in Matane. To correct the situation, CTMA sometimes sends a second ship to increase the shipment of goods in periods of strong demand. Note that Magdalen Islanders have requested a second winter sea link for over ten years.[42]

### *Le Vacancier* Forced to Reduce its Tonnage

New international maritime security standards are forcing the Magdalen Islands' CTMA Group to reduce the tonnage of goods transported on its ship, *Le Vacancier*. The company has to lower the ship's draught from 5.7 to 5.5 metres. This means that the ship must transport 200 tons less each trip. [43]

### Building a Bridge to Link Baie-Sainte-Catherine and Tadoussac

It would cost about 900 million dollars (at today's rate) and seven years of work to build a bridge over the Saguenay at Tadoussac. These figures were taken from the impact study's preliminary results, made public by the *Ministère des Transports du Québec*. Led by the SNC-Lavalin-Génivar consortium, the decided on an over two kilometres long, four-lane suspension bridge with a 1 350 metres suspended centre span. If the project is approved, the massive structure will become the longest suspended bridge in North America and the fifth longest in the world. Project supporters claim that it will favour the North Shore's economic development during and after construction.[44]

# INTERNATIONAL CRUISES

### Oil Handling Terminals Could Harm the Cruise Industry

The *Association de l'Île d'Orléans contre le port méthanier* maintains that oil tankers traveling on the river could have a negative effect on the international cruise industry. In fact, it is doubtful that cruise companies will want to bring their

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[39] « *Alcan réalise un bénéfice net historique* », Le Nouvelliste, May 3, 2006; « *Bois : le Conference Board reste pessimiste* », Les Affaires, May 8, 2006.
[40] Lacombe, Réjean, « *D'autres malheurs devraient secouer l'industrie canadienne du bois d'oeuvre* », Le Soleil, May 9, 2006.
[41] Riverin, François, « *La demande de papier en baisse* », Les Affaires, April 1, 2006; Lacombe, Réjean, « *Grandes attentes de l'industrie forestière* », Le Soleil, March 23, 2006; Boudreau, Réjean, « *Les producteurs de pâtes et papiers relèvent la tête* », Le Soleil, March 31, 2006.

[42] « *Les Madelinots réclament une deuxième liaison maritime hebdomadaire* », Radio-Canada Web site, February 28, 2006.
[43] « *Le Vacancier doit réduire son tonnage* », Radio-Canada Web site, March 8, 2006.
[44] Paradis, Steeve, « *Il en coûterait 900 M$ pour construire un pont à Tadoussac* », Le Soleil, April 14, 2006.

passengers within several hundred metres of an oil tanker while it is unloading.[45]

### Trois-Rivières, Havre-Saint-Pierre and Baie-Comeau Hope to Welcome Cruise Ships

Trois-Rivières hopes to become a fluvial stopover for cruise passengers. In order for this to happen, the city recently became a member of the St. Lawrence Cruise Association. It will soon be taking part in important promotional campaigns launched by the North American cruise industry.[46]

Havre-Saint-Pierre and Baie-Comeau's municipal authorities also hope to attract international cruise ships over the next several years.[47]

## PLEASURE BOATING

### One-Stop Service for Pleasure Craft Licenses

Service Canada began to issue pleasure craft licenses on behalf of Transport Canada on April 1, 2006. Under this agreement, Canadians will now be able to obtain their license at one of the 320 Service Canada Centres throughout the country.[48]

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[45] « *Une association s'inquiète des impacts d'un terminal méthanier* », Radio-Canada Web site, November 23, 2005.
[46] « *Trois-Rivières veut attirer des croisiéristes* », Radio-Canada Web site, March 8, 2006.
[47] « *Havre-Saint-Pierre rêve de croisières* », Radio-Canada Web site, March 26, 2006; « *Croisières en eaux froides – Baie-Comeau revient à la charge* », Radio-Canada Web site, February 21, 2006.
[48] "Service Canada Launches Pleasure Craft Licensing", press release, Transport Canada, March 31, 2006.

## IF YOU HAVE ANY COMMENTS, PLEASE CONTACT:

Marcel Ménard, Economist

Policy and Economics Branch

Fisheries and Oceans Canada, Quebec Region

Tel.: (418) 643-3838

Fax: (418) 643-8226

E-mail: menardm@dfo-mpo.gc.ca

*Marine Outlook* is a quarterly publication reporting the highlights of marine transport activities in Quebec.

Produced by:

Policy and Economics Branch
Fisheries and Oceans Canada
Quebec QC
G1K 7Y7

May 2006